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# Sailors' Magazine



and SEAMEN'S FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY

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### THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly publication of thirty-two pages contains the proceedings of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, and commend it to the sympathies, the prayers and the benefactions of the community.

THE MAGAZINE is sent to single subscribers for ONE DOLLAR a year, payable in advance.

*Persons ordering a change in the direction of the MAGAZINE should always give both the old and new address, in full*

THE SEAMEN'S FRIEND is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use at the rate of ONE DOLLAR per hundred.

THE LIFE BOAT, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the LOAN LIBRARIES issued by the Society. Any Sabbath-School contributing to the Society \$20 for a LOAN LIBRARY may receive fifty copies, gratis, for one year, with postage prepaid.

*Provided a request is sent, annually, for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.*

It will also, upon application, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the MAGAZINE, *gratuitously*, should give annual notices of their desire for its continuance.

### REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

### LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars at one time, a LIFE MEMBER. The payment of One Hundred Dollars at one time makes a LIFE DIRECTOR.

### FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request and in presence of each other, signed their names thereto, as witnesses.



# SAILORS' <sup>THE</sup> MAGAZINE

AND SEAMEN'S FRIEND



Vol. 70,

JULY, 1898.

No. 7.

## MIDNIGHT AT THE HELM.

"What seest thou, friend?

The frail masts bend,

Thy ship reels wildly on the tossing deep;

Thy fearless eyes

Regard the skies,

And this broad waste wherethrough white  
chargers leap;

Seest thou the foam?"

*Pilot.*—"I see my home,

And children on a white soft couch  
asleep."

"What seest thou, friend?

The tiller-end

Thou graspest safely in thy firm, strong  
grip;

Thine eyes are strange,

They seem to range

Beyond sea, sky, and clouds, and strug-  
gling ship,

Beyond the foam."

*Pilot*—"I see my home—

Brown cottage-eaves round which the  
swallows dip."

"What seest thou, friend?

Black leagues extend

On all sides round about thy bark and  
thee;

Not one star-speck

Above the deck

Abates the darkness of the midnight sea;  
The waves' throats roar——"

*Pilot*—"I see the shore,

And eyes that plead with God for mine  
and me."

GEORGE BARLOW, *in Living Age.*

## EDITORIAL PARAGRAPHS.

CAPT. JOHN CODMAN writes in a delightfully gossiping vein of old Boston shipowners in the *New York Sun* of April 3. Referring to the firm of CURTIS & STEVENSON, he shows how their character controlled their business:

I sailed the ship *Sarah Parker*, in their employ, five successive voyages to the East Indies, and one to Havana and Russia as master and supercargo. The order

given me, which was the same on every India voyage, is "The ship *Sarah Parker* being now loaded and ready for sea, you will proceed to port or ports beyond the Cape of Good Hope, sell the cargo, buy another, and return to Boston. You are not to take on board a single pound of opium, whether on ship's account or freight." The latter clause was owing to the horror that these truly Christian gentlemen had of that iniquitous traffic which was making the fortune of other Boston merchants whose children are now moving in the aristocratic society of the Back Bay and enjoying the proceeds of that ill-gotten gain. Nor was this all that should go to the credit of my employers. They were the sincere and practical friends of sailors, realizing the cause of their demoralization and justly attributing it to the influence of the landlords, which was and still is derived from the practice of paying advance wages. After the first voyage, in which we had some forcible experience of its results, I was ordered nevermore to pay advances, and always if possible to form my crews of young men from Cape Cod and Cape Ann. For this purpose I was told to pay every man who would ship without advance \$2 a month above the going rates of the port, and to take with me a bag of silver dollars, out of which to hand over to each one the money due him at the expiration of every month, cash down on the cabin table. Their benevolent efforts were crowned with success to them, for they were fully appreciated by the sailors. The object was accomplished under difficulties. The landlords came down in force to Central Wharf to threaten and maltreat my crew, and we were obliged to call upon the police to drive them away. The owners put on board an excellent library of miscellaneous and instructive reading, of which the men thankfully availed themselves. Following up their good intentions, I kept a navigation school every Sunday, and it may mollify my pious readers, who may object to this as a desecration of the Sabbath, to know that the church service was also read, and that the crew voluntarily attended. I may add that since the adoption of these methods there was not a single case of punishment or of desertion. The result of it all was most satisfactory, and on my return to Boston I was often asked by other captains if I could supply them with second mates, and was generally able to turn over to them half a dozen such men, all capable of navigating a ship in case of necessity.

Capt. CODMAN's reference to the methods used by CURTIS & STEVENSON leads us to repeat a judgment often expressed in this Magazine, namely, that shipowners should shake themselves loose from the system of shipping seamen which has gradually brought them into bondage to a bloody-money conspiracy against the rights of labor and of the employers of labor. We have heard a shipowner say that he was afraid that if shipping-masters were antagonized they would burn his ship or his house, unconsciously alleging against them as a class more than is consciously charged against them by those who seek to reform the system of shipping sailors.

In this connection the articles by JAMES K. PAULDING in this number and the next are timely.

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SAMUEL PLIMSOLL, "the sailors' friend," died in England on June 2d or 3d at the age of 74. In 1860 he began his career in Parliament



against the English shipping laws and especially against the sending to sea of overloaded and unseaworthy vessels. The "Plimsoll mark," indicating the load line required by law, will carry his name down to posterity. He assailed "vested interests" fiercely, and vested interests bitterly attacked him, but he won his fight and gained the renown which comes only through cost and pain and odium. Seamen of all nations will reverence his name. The United States will appreciate the efforts he made for better relations between this country and Great Britain. The lesson of his life is this: strike at wrong and keep on striking; hit it harder when it hits back, and never throw up the sponge till it dies.

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THE present war has turned general attention to the navy. This Society has been putting loan libraries and abundant reading matter on naval vessels, besides comfort bags in profusion. These have been gratefully received by officers and men. Already many hundreds of the chief books of Mr. MOODY'S library have been sent far and wide, and if kind friends will give us thousands of them our facilities for reaching seamen in the navy and merchant service are a guarantee of their reaching the proper hands.

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LOAN LIBRARIES. The master of the schooner *Henry R. Tilton* writes of No. 9,128:

Your library was placed on board about four years ago and proved very satisfactory to all, helping to pass many pleasant hours at sea.

The master of the bark *Unanima* writes of No. 9,996:

I take great pleasure in writing and telling you how much we enjoyed reading it. I distributed the books among the crew and officers, and can truly say I have noticed a marked improvement in my crew. It helps us to spend very many pleasant hours at sea. Thanking you for the use of the library.

The keeper of the Cross Ledge Light-house writes of No. 10,031:

I have returned library No. 9,035 and many thanks for the same, and will return library No. 10,031 as soon as possible. I pray that your work may be a blessing to my soul.

The master of the bark *Annie Reed* writes of Nos. 10,216 and 10,253:

The two libraries that have been on board for the past eighteen months have been read by the officers, crew and myself with much interest and duly appreciated by all. May God bless the donors.

The master of the barkentine *Glenafon* writes of No. 10,398:

I take great pleasure in writing and telling you how much we enjoyed reading the library books. I distributed them among the crew and officers and they found them both useful and instructive.

## JOHN M. WOOD.

It is with a sense of personal bereavement as well as of public loss that the editor of this Magazine announces the sudden death of JOHN M. WOOD, the missionary of this Society at the New York Navy Yard. Mr. WOOD was born in Kentucky on September 13, 1847, and died in Brooklyn on May 25, 1898. His funeral service occurred on the evening of May 26, in the Central Baptist Church of Brooklyn, whose pastor, the Rev. A. B. SEARS, conducted the service. Addresses were made by Mr. SEARS, Mr. S. H. HADLEY, of the Water Street Mission, Mr. F. H. JACOBS, the assistant of the Rev. A. C. DIXON, D.D., (whose absence was due to the fact that he was in Key West with the



MR. JOHN M. WOOD.

army), and the Secretary of the AMERICAN SEAMEN'S FRIEND SOCIETY. The coffin, draped in the U. S. Navy flag, was borne into the church by six sailors, followed by a detachment of men from the Navy Yard and by many mourning friends. The choir of the church sang touching hymns, and Mr. JACOBS' noble voice in the hymn "When my life's work is ended" filled every Christian heart with the peace and comfort of its words.

The Secretary read the following minute adopted by the trustees on May 25:

The Board has heard with sorrow the tidings of the sudden death of Mr. JOHN M. WOOD, and assures Mrs. WOOD of its sincere sympathy with her in her sore bereavement. The Board desires to record its gratitude to God for Mr. WOOD's earnest devotion to his work at the Navy Yard, for his success in winning seamen to Christ,



and for the lasting impression he has made on the officers and men of the United States Navy by his evangelistic labors.

He also read a letter from Capt. MERRILL MILLER, U. S. N., now commanding the *Vermont*, a part of which is as follows:

His loss is deeply felt by my family and myself, and will be still more deeply felt by the thousands of men-of-war's-men who have come to know him on this Dock. He seemed to be gifted with every qualification for the work he so faithfully and earnestly did here, and we feel that we have lost a brother and friend.

Deep feeling marked the whole service, and with abundant reason; the death was sudden, the man was beloved, and he was snatched away from a work that he loved and that prospered in his hands. If the seamen on the war vessels at Manila or Cuba could have been present, the feeling would have been deeper still, for they loved and trusted him, and many knew him as God's minister of grace to their souls.

Mr. WOOD's story is familiar to most of our readers: his thirteen years of service as a sailor in the U. S. Navy; his discharge for "chronic alcoholism;" his final debauch; his arrest by the hymn "There is a fountain filled with blood," as he passed eight years ago the Jerry McAuley Mission on his way to end his life by a plunge into the East River; his conversion in the Water Street Mission; his warm efforts to save his old shipmates; his gradual growth in favor with God and man; his appointment six years ago as the chaplain of the Society at the Navy Yard; his marriage on October 20, 1893, to one who has been a remarkable help-meet to him both in his home and at his public services; and his abundant labors not only among seamen, but in presenting this Society's cause wherever he could,—all these things are known to many.

The strongest feature in Mr. WOOD's character was his gratitude for grace. He loved much because he was forgiven much. The texts and hymns which magnified the cleansing blood were in constant use in his services. In his addresses to seamen he often told with tears the story of his rescue, and made them feel that Christ's love saved him and would save them. Scores at a time used often to respond to his appeal, and testify thereby to its power. He made preparation for his addresses, and made an orderly advance in his course of thought, but the pathos of his voice and the transparent sincerity of his faith combined to move his hearers to action.

Correspondence with seamen was kept up assiduously, and he followed them to the ends of the earth with loving counsel and exhortation. Many of the letters he received were published in this Magazine, and were enjoyed by its readers.

Mrs. WOOD was often referred to in his reports and conversation as a worthy helpmeet. Not only did she sing the gospel into the hearts of seamen with a persuasive voice, but in the after-meetings she led many to Christ. In all her work she had the confidence and respect of both the officers and men of the navy.

In speaking in churches and at missionary meetings on the work of this Society Mr. WOOD did effective work. With his knowledge of the needs of seamen he could not understand the indifference of landsmen in the church and out of it to their spiritual welfare, and wondered continually at the small contributions made to the treasury of this Society. He imparted, however, some of his own fire to cold audiences, and made many new friends for the cause he loved.



MRS. JOHN M. WOOD.

He loved the American navy, and, in view of the present war or prospective wars, he predicted its prowess and success. In his report in the June Magazine, the last he wrote, he breaks out in patriotic fervor, but looks through the smoke of battle to see Cuba and the Philippines receiving the gospel of Christ.

He was loved and is missed and longed for. No man can tell why such a useful career was cut short. We know he was a sincere and childlike believer, and we know he is forever with the Lord. We know that the tidings of his death will bring sorrow to many a naval tar, and that the Cob Dock and Library Hall will never seem the same to them again.

One of his deepest longings was to write a monthly letter to naval seamen after the manner of Miss WESTON's letter to British tars. The



publication by this Society of such a letter would be an appropriate memorial to him. Let the means be furnished in the name of JOHN M. WOOD, and this Society will issue such a letter, containing counsel to seamen on religion and morals.

God sent JOHN M. WOOD to his work in the Navy Yard. Pray God to send another like him. In the sudden and distressing bereavement our work has suffered, it is a comfort to say that, five days before Mr. WOOD'S death, one of the best chaplains of the navy, the Rev. WESLEY O. HOLWAY, was assigned to duty on the *Vermont*, and has cheerfully volunteered to take Mr. WOOD'S meetings for the present. They could not be in better hands.

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*For The Sailors' Magazine.*

## THE CHRISTIAN ENDEAVOR HOME FOR SEAMEN, NAGASAKI, JAPAN.

BY MISS ANTOINETTE P. JONES, FALMOUTH, MASS.

True stories indicating the leading of God are ever fresh in the repetition, and we turn back the page to see how God had prepared many souls to work His will and answer prayer, bringing some of them together in the summer of 1894, when a typical Floating Society of Christian Endeavor was organized on the "high seas" between Honolulu and Yokohama. The president was Carlton H. Jencks, apprentice first class, and corresponding secretary Earle D. Sims, ship's writer. The society's visit to Yokohama, introductions ahead by interested missionaries to others at Nagasaki, subsequent visits ashore in that wicked port, touched very deeply their newly awakened zeal for the Master's service.

This port, earliest open to foreign intercourse, has gathered sins from all lands as well as retained native vices. Forty saloons and innumerable dens of named and nameless iniquity, runners from which offer free rides to the new-

comer, welcome the sailor landing from his ship, "on liberty," enthusiastic in his freedom from the narrow quarters after a long voyage, eager to see strange peoples, and shops, and scenes.

The U. S. S. *Charleston* arrived in Nagasaki in October, 1894, and the members of the Floating Society of Christian Endeavor, going on liberty, early experienced the ruling in all the hotels, excluding sailors in uniform, though its corresponding secretary, Mr. Sims, was one night received as a guest in the best hotel, but debarred the next night when in his uniform, worn to the missionaries' prayer meeting.

Considering the incalculable influences for good and evil, this young man decided to devote himself to opening a small but safe Home, where the gospel, with home comforts and cheer, would help to save the soul and body of Jack before the devil's work could begin. Unfolding this plan to his fellow members, numbering then

about fifteen, they heartily endorsed it, pledging money and effort.

Consultation with the missionaries stationed there revealed again God's leading in their long cherished desire for such a work, impossible as it appeared for them to take the initiative and raise funds,

ten far and wide to friends in various parts of the world.

The proportions of the work largely increasing, and other reasons, led Mr. Sims to resign, and, leaving the navy, he subsequently became missionary of the Baptist Church in China Inland Mission, where he now is. As superinten-



SAILORS' HOME, NAGASAKI JAPAN.

and this little band was used by God as the means of planting a beacon light in a very dark place.

These fifteen members contributed \$600 gold, and guaranteed \$30 gold per month for one year toward the manager's salary. Their officers contributed \$200 gold, the missionaries \$250 gold, and subscription papers were circulated through the ships of the fleet on that station, and letters were writ-

tent of Floating Societies in correspondence with them, all plans had been discussed with me in detail by the Floating Society of Christian Endeavor and the missionaries, and an invitation was sent to me by them as a representative, at that time, of the United Society of Christian Endeavor, Boston, Mass., to place the collected funds in the hands of that Society, to be held in trust by them,



with a local board of missionaries to care for the interests of the Home.

As the United Society of Christian Endeavor receives no funds from bodies or individuals, and does not hold property, the missionaries and Floating Society were severally advised to arrange for local control, which was done, the *Charleston* Floating Society of Christian Endeavor having placed in the missionaries' hands the amount contributed by them, and all other money received from friends on the ships, and in America.

The missionaries' own appeals to friends had also brought returns from America and England.

A constitution was adopted by the board of directors, which was composed of the resident Protestant missionaries, willing to serve, representing different denominations, in Nagasaki.

The Rt. Rev. Bishop Evington, of the Church of England mission, is president, the corresponding secretary is Miss Elizabeth Russell, principal of the Girls' School, of the Methodist Episcopal Church Mission. The constitution provides for the perpetuation of the board as the missionaries are transferred to other stations.

The large Club Hotel had been hoped for as an advantageous location, but owing to the long delay in gathering funds the price was advanced beyond the limit of ability to purchase. On November 16, 1895, a small hotel at Oura, 26, was purchased for \$3,000, silver. The lot, facing south and west, is leased, as is usual in the "foreign concession," has a frontage of 105 feet and is located on the corner of the second street running parallel with the Bund or harbor front, with a depth of 110

feet on the side street. The main house has reading room, parlor, dining room, and domestic department, with a row of one-story bedrooms, and six bed-rooms and a large dormitory in the second story. The bed-rooms, to which names of contributing ships are given, *Charleston*, *Baltimore*, *Concord*, *Olympia*, *Edgar*, *Centurion*, and *Spartan*, with fourteen cots, were furnished by ladies of the community. The name "Christian Endeavor Home for Seamen" was given in honor of the noble band of Floating Endeavorers of the *Charleston* who inaugurated the work. Surrounded by saloons it is the only "teetotal" or strictly temperance house. The Home was fully paid for and formally opened February 3, 1896, with appropriate exercises, and addresses by the Rt. Rev. Bishop Evington, president of the board of directors, and chaplain Frazier, U. S. N., of U. S. S. *Olympia*. The *Olympia's* band furnished the music. Over two hundred friends were present, among them forty or fifty sailors, including the Floating Society of Christian Endeavor of the *Charleston*, now reduced by transfers to four members.

The *Charleston* room was occupied by these happy souls the opening night. Prominent among them was their president, Carlton H. Jencks, whose efforts for the Home had been and continued ever after to be indefatigable. While his noble young life record closed so suddenly in the terrible *Maine* disaster in Havana harbor, "his works do follow him."

The work of the Home is divided into three departments, religious, business and charitable, with obvious objects. The rules, which are few, enjoin gentlemanly conduct, the object of the Home

calling forth courteous behavior from men, unless they are blinded by the wild orgies of saloons before arriving. Strict prohibition is maintained regarding liquor and gambling.

From the first, when the large ships are there, far more men ap-

peared, Wash., was recommended. An earnest Christian Endeavorer, his efforts had given satisfaction and been blessed of God, as local C. E. Union, and State C. E. Union, superintendent of Floating C. E. work. His local recommendations were excellent and the pres-



CARLTON H. JENCKS.

ply for lodging than can be accommodated, though a "shake-down" is preferred to a saloon.

A permanent manager of ability and experience was greatly needed and the missionaries requested the writer to designate some one in this country meeting their requirement. Mr. John Makins, of Ta-

bytery of Washington commended his mission to their churches after his engagement as manager. Mrs. Makins, who "dare not say 'no' to God," and was "willing to go anywhere God wanted" her, (with little Margaret, of two years and a half), was also a valuable acquisition. Mr. Makins volunteered to



assist the missionaries in awakening interest in the Home and spoke in many churches of Washington and on an extended eastern trip, gaining many friends for the work there, and for sailors in general. The blessing of God directing the choice of this manager, opened the way also for his voyage to Japan, to which he sailed September 26, 1897.

The immediate need of an addition, for which money was not forthcoming, necessitated the first debt on the Home. The addition consists of a new reading room 32 by 25 feet in size, opening on the corner, and over it a dormitory of the same size. A wing added to this on the side street, containing four rooms,  $15\frac{1}{2}$  by  $16\frac{1}{2}$ , separated from the sailors' part by two halls, is the manager's home. The cost of the new building is \$1,750, gold, \$1,000, gold, of which is a loan on the personal credit of the missionaries for two years. It is hoped that friends will clear this amount off, and thus have a share in a blessing to our brothers in a foreign port.

Several Christian sailors followed one another as temporary managers, and while fair success attended their efforts, changes were unfavorable to best results. In the summer of 1897 the Home was partially closed. Mr. Makins and family arrived there on October 23, 1897. A grand reopening took place on December 8, 1897, with two hundred and fifty sailors present, and again the *Olympia's* band assisted, and the crew of H. M. S. *Immortalité* also assisted and beautifully decorated the building. The same ship's crew gave previously a benefit concert in a hall, netting \$96, gold, for the Home.

From November 1, 1896, to November 16, 1897, about 3,000 per-

sons visited the Home, 3,826 meals were served, 1,903 persons lodged, and 43 boarders; 500 free meals were served to needy sailors. There entered the port of Nagasaki for the same time, 536 ships, of which 195 were English, 36 American, and 305 of other nationalities. From February 13 to March 16, 1898, 1,989 meals were served, and 635 beds were furnished. Only 30 men can be furnished beds at one time. Small profit is made on meals, and money from lodgings is used for current expenses.

When it is remembered that the war ships of many nations lie in the harbor at times, having from one hundred to one thousand men, some idea can be formed of the number let loose on the "foreign concession," and the importance of having the beacon light burn bright and high. Already it is felt as a rival by the saloons, which now offer free beds to sailors.

The spiritual work holds its own high place, and the manager is a spiritual adviser to Jack when he has been duped by his own folly and sin, and gives a brother's welcome to the faithful Christian sailor in need of fellowship. Many a man of skill and intelligence finds himself, through drink, driftwood on a foreign shore, and many a mother's darling brought in here from the streets drunken and bruised to sleep off the "good time," awakens to remorse, in need of advice and prayer.

On November 12, 1897, Mr. Makins organized a Floating Society of Christian Endeavor in the Home with the assistance of chaplain Frazier, who was present with men from his ship. This is the first English-speaking Christian Endeavor Society in Nagasaki. Missionaries have joined it as workers, and men from other ships,

until on April 1 it numbered thirty-two members. Members report by letter, sending consecration messages, and earnestly work for the conversion of shipmates in conjunction with churches, C. E. Societies, and Salvation Army in ports visited.

The friends of Carlton H Jencks, through the writer's hands, are uniting in a loving tribute to his memory in furnishing a room in the Home which he so dearly loved and mentioned with solicitude in his last letter from Havana. Doubtless others will later desire to place similar memorials to loved ones who have been sailors, or in the name of dear ones whose sheltered lives may never need the safeguard of this Home.

The fund from which money is drawn in emergencies and improvements is kept distinct from running expenses, but has not attained to the amount necessary.

The names of donors cannot be enumerated, but among them are men and women eminent in good works in various parts of the world and many men on shipboard. Balance for the addition, bath house, endowed rooms and beds, soda fountain, graphophone, books, regular subscriptions to standard papers and magazines, are a few possible investments for friends.

Pray, mother, for your sons at sea; when they enter Nagasaki your loving hand of restraint can be held out by another, your mother-heart may speak its gentle message through something his eye will see, and another mother's boy may greet you in heaven, saved through that effort for your own.

[It may be added that the AMERICAN SEAMEN'S FRIEND SOCIETY makes a quarterly appropriation in aid of the Nagasaki Mission.—ED.]

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## ANDREW HOCKING.

BY THE REV. SAMUEL BOULT.

[The Port Society of New York seems to have been divinely guided in the selection of the pastors and missionaries of its Mariners' Church. Of all its workers none have been more consecrated than ANDREW HOCKING. Mr. THEOPHILUS A. BROUWER and the Rev. SAMUEL BOULT at his funeral service on April 21, used strong terms in describing his faith, but justified their words by their narration of his works. The editor of this Magazine was so deeply impressed by Mr. HOCKING'S life, that he requested Mr. BOULT to commemorate it in this Magazine.—ED.]

“Unknown, yet well known, as poor, yet making many rich, as having nothing, yet possessing all things” Such was Andrew Hocking, who for thirty-five years labored as a missionary among seamen in the port of New York and on April 18 was taken home to his re-

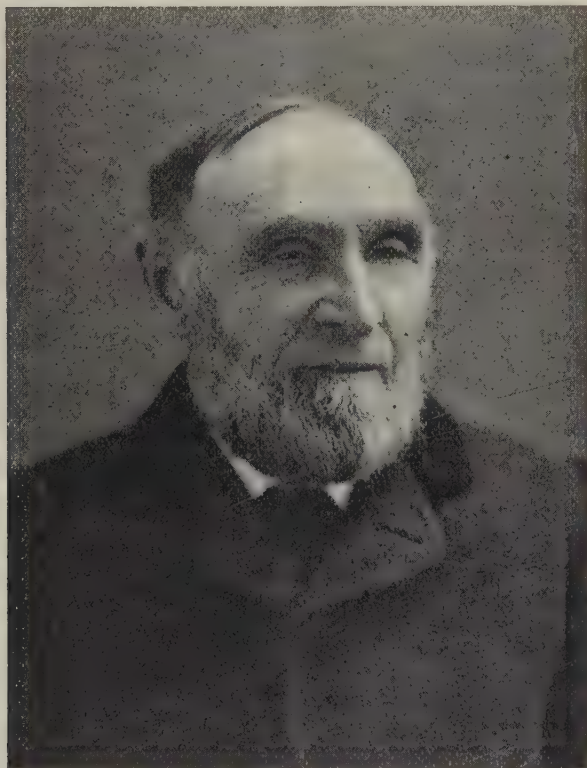
ward. Known to the writer for twenty-five years, it is a pleasant duty to furnish a few personal reminiscences of this venerable servant of God.

How well I recall the time when, as a proud, careless officer of a sailing vessel, I looked upon him as



an intruder on my rights and dignity, as he warned me of the results of a life of sin, and with earnest words, pleading face and gesture, besought me to come to Jesus and be saved, invariably quoting John iii: 16. Looking backward I can see that God let none of his words

Like Pilgrim at the cross when freed from his load of sin, I was beside myself with joy, and felt that I must tell my new experience. Sunday morning came and with it came Mr. Hocking. I intercepted him at the door and told him all; that was twenty-three



MR. ANDREW HOCKING.

fall to the ground; and although persisting in the old way of living for a time, the fallow ground had been broken up, and on March 21, 1875, overwhelmed by a sense of guilt I fell down in the cabin of my vessel crying for mercy, and rose from my knees rejoicing in God.

years ago, and yet that happy face is before me now, and the words he uttered are unforgotten;—they were these, "Praise God from whom all blessings flow." At that interview we became friends for ever. For many years Andrew Hocking was my true yoke-fellow in the gospel; having been in Christ

before me I revered him as a father and valued his counsel; as his son in the faith I feel sure he loved me, and, as Paul with the Phillipians, had me "in his heart." No one could long be in conversation with Andrew Hocking without feeling that he was in the company of a man who enjoyed unbroken communion with God. Like Moses his face shone in response to the holy influence of the Spirit of God within.

As Great-heart and Valiant-for-truth combined, he had unwavering faith in the divine promises and to him the sacred Scriptures were "a right Jerusalem blade whose edge would never blunt, but cut through flesh and bone and soul and spirit and all." Believing as he did that God would have all men saved and come to a knowledge of the truth, he went forth under a God-given impulse proclaiming salvation to the chiefest of sinners through Jesus Christ.

He was a living exemplification of 2 Tim. iii. 12: "All who will live godly in Christ Jesus shall suffer persecution." He literally bore in his body the marks of the Lord Jesus, and much of the suffering of his last days was the result of abuse received several years before when he was kicked out of a house (which he had entered to invite the inmates to church) right into the gutter. Upon another occasion, in 1895, whilst in the fore-castle of a steam-vessel, the captain out of sheer spite shut the hatch-way, nailing it down and closing every aperture, so that Mr. Hocking was nearly suffocated. When it was suggested that the man be punished, he requested that no further notice be taken of the matter, as he had told the captain he forgave him. As fearless and devoted as Luther, he could without

boasting have said "In the cause of God I ever am and shall be stout; herein I assume this title, *Cedo Nulli*—I yield to none."

As at sunset the sky is more beautiful than during the day, so, as the life of this eminent saint drew to its close, the beauty of his Christian character became more and more manifest. If asked what he wished us to pray for, he invariably replied, "Ask Jesus to take me home." When asked for a word to those at the Mariners' Church who longed to hear from him, his message was, "Tell them that I'm standing in towards the land." Whilst speech remained he asked for news of the work, the attendance, the number remaining at the inquiry meeting. The Spanish meetings were especially dear to him, "because," as he said, "these men have never had the light of the gospel." Often during his illness he alluded to the thousands of sailors he had spoken to and prayed with, and of the joy it would give him to meet them in heaven.

The following verses of one of his favorite hymns take on a deeper meaning now that he has left us:

Thou my everlasting portion,  
More than friend or life to me;  
Gladly will I toil and suffer,  
Only let me walk with Thee.

Lead me through the vale of shadows,  
Bear me o'er life's fitful sea,  
Then the gate of life eternal,  
May I enter, Lord, with Thee.

With him duty was paramount; so absorbed was he in the success of his Master's cause that, like Nelson, he would not leave the scene of action till compelled by sheer exhaustion, and then most reluctantly. The lines on Duty by the late poet Laureate surely apply to him:



"He, that ever following her commands,  
On with toil of heart and knees and hands  
Thro' the long gorge to the far light has  
won

His path upward, and prevailed,  
Shall find the toppling crags of Duty  
scaled,

And close upon the shining table-lands  
To which our God Himself is moon and  
sun.

Such was he; his work is done."

The following is a mere outline  
of Mr. BROUWER'S admirable ad-  
dress:

I esteem it a privilege to be here to-day,  
in this our hour of sorrow, both by my  
presence and words to pay a tribute of  
respect and affection to the memory of  
one of God's chosen servants. For almost  
a score of years I have been acquainted  
with Andrew Hocking and his work, and  
he has deeply impressed me:

1st. By his ardent piety. He evidently  
walked with God; his face, his demeanor,  
his words were the outcome of his inward  
godliness.

2nd. By his devotion to the cause in  
which he was engaged. He loved the  
work and he loved to work. Early and  
late, in sunshine and shadow, in street, on  
shipboard, in boarding-houses as well as  
at the Rooms; wherever the men of the  
sea were to be found, there he was cer-  
tain to be; and it seemed as if the spirit  
of the angel, of whom we learn in the  
prophecy of Zechariah, who said to an-  
other angel "Run, speak to that young  
man" about the good news concerning  
Jerusalem, was inciting him to tell to  
every one whom he met the glorious news  
of salvation through Jesus Christ the  
Lord.

3rd. By his unwillingness to surren-  
der the work so long as it was possible  
for him to remain in it. For months be-  
fore he was forced to stay at home it was  
evident that his strength was failing.  
Advanced age and its infirmities were un-

fitting him for his laborious service; but  
it was only when he could work no longer  
that he became willing to rest.

4th. By his patience and resignation  
under suffering. To those who were per-  
mitted to visit him in his last sickness it  
was clear that he was sustained by Him  
in whom he trusted, and that he was  
calmly awaiting God's time of deliver-  
ance.

His work on earth is done; he has  
fought his last fight against sin and Satan,  
he has won his last battle, and is now  
wearing a conqueror's crown. "But he  
being dead yet speaketh." To you and  
to me he says "Consecrate yourselves  
daily to God, work diligently for the Mas-  
ter; though you may be wearied at times  
in the work, never weary of it." It is a won-  
derful privilege, a glorious thing to be a  
co worker with Christ; and out of that  
open coffin he says to his late co-workers  
"It's working time for you now, work on,  
work on, ever looking upward, for by and  
by the resting time, the rejoicing time,  
the reward time; and that throughout an  
endless eternity."

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SOMEBODY made the sea, and no-  
body could have made it but God;  
and those who see most of the sea  
are more and more persuaded to  
believe in God, if they do but  
think at all. The worst of it is  
that thinking is such a trouble-  
some task to many people, they  
would sooner be mast-headed than  
think. They cannot endure to  
"turn in" to themselves, they  
live on deck and never look down  
into the hold or the cabin. They  
will not let their consciences speak:  
they keep no watch, and never  
heave the log. When men do think  
at sea they soon believe in God,  
for as John Newton says,

"In every object here I see

Something, O Lord, that leads to  
Thee."

*For The Sailors' Magazine.*

## THE WRECK OF THE ASIA.

BY JACOB STALBERG.

[It is difficult to get sailors to tell in detail the story of their perils at sea, but the following was written at the editor's request after hearing Mr. Stalberg's modest narrative in the office of the Society. ED.]

I left New York on the 6th of October, 1896, with the German bark *Crastes*, bound for Brisbane, Queensland, with a load of general cargo, and arrived there all well, after one hundred and ten days' passage, no incidents occurring on the trip out. In Brisbane we were paid off, and after being obliged to stay five weeks ashore without employment, I was successful in getting a chance as seaman aboard the Nova Scotia ship *Asia*, from St. John, N. B. With a cargo of coal we had eighty-seven days' passage to Manila, where we lay for three months, discharging our coal and getting a cargo of hemp for Boston, U. S. A.

We sailed from Manila September 6, 1897, and had a long passage. The weather had been fair and the winds light until we passed Cape Hatteras; then we got three heavy gales ahead, one after another; then on February 19, 1898, we got a breeze from the south-east and were going ahead nicely to our delight. The weather being cloudy for a few days, the captain didn't have a chance to get the right observation and we were heading north, one quarter east, all that day and night, until the next day at noon the course was shifted to north-north-west. After sounding and getting bottom at forty fathoms, the captain thought that we would see Cape Cod light the same night at nine o'clock.

A strong breeze blew all that day from the south-east and we

were all in good spirits because we were quite sure, if the wind held twenty-four hours longer, we would reach the harbor of Boston all safe, but, alas, only three of us came there. The wind increasing, we were ordered to take in the mainsail and the gallantsails, and reef the three topsails. While we were shortening her down she struck and pounded very hard for about fifteen minutes, so that we were afraid she would knock the bottom out, but to our delight she got off into deep water again.

The course was now shifted from north-north-west to north-north-east, so we thought we were all right, but the wind increased to a heavy gale with rain and snow, and we were obliged to take all sail in except the main lower topsail and foretopmast staysail. We were all very much excited from the time the ship struck, and didn't dare to go below, but stayed on deck. The captain's wife and little daughter about ten years of age were bitterly crying, the weather was very cold and a thick fog set in. All went well, and we thought we were all right until at two on Monday morning we grounded fast for good. Then our fore and main, royal, gallant and topmasts and yards came down and took the mizzen-royalmast down too, and made the fine ship a total wreck.

We all were praying for daylight and were in hope of getting assistance from somewhere. The long weary hours passed away at last



and day came, but no help. At eight o'clock we concluded to try to launch our boats and save our lives, for it was dangerous to remain much longer on the wreck. All hands were working hard to get the boats out, the sea was running over the wreck and interfered with our work, but we succeeded in getting our boat out but she could not live in the high seas and turned bottom up, and our other three boats were broken up by the seas right on deck, so we could do nothing but leave our fate in God's hands and wait for our end.

By this time all our bulwarks were washed away and the forward house with all our clothing. The sea swept everything off and we were in danger of being swept away too, so we all went down into the lazaretto for shelter until we could get help, but we were there not more than twenty minutes when the seas broke the hatchway off and filled the place with water, so that we had a narrow escape from being drowned right there. All got out; the missus and the little girl were passed up in the mizzen rigging. Capt. Dakin, the last man out from the lazaretto to get on deck, was struck by a giant wave and knocked back and drowned before the eyes of his wife and daughter and us all without our being able to render him any service, as we were in the same helpless condition.

While in the mizzen rigging waiting for our end, the after part of the ship was breaking up faster than the fore part, so the second officer went forward and nine men followed him, to cling to the fore rigging, so ten of us, including the two women, were left in the mizzen. The ship was now lying over on her beam ends, so the chief mate gave orders to go down

in the channels and hold on to the chain plates; and we were not more than down out of the rigging when the shrouds and backstays gave away and the masts and yards went overboard. The lower mast holding to the rigging was beaten hard against the side, so that it broke a large piece off of the port quarter, which floated around where we were.

Seeing that the wreck was breaking up fast, we jumped on the piece, two men and myself, the rest remained in the channels. Soon after this the ship broke in two between the main and mizzen rigging, and the other piece got loose, having seven persons on it, the chief mate, the ship's cook, the carpenter, two seamen and the captain's wife and little Lena, and they drifted off from the wreck in the same direction as we. A half mile away, in my judgment, from the wreck, we saw a heavy wave roll right over her and break her up entirely, and we saw the ten men on the wreckage for an hour; that's the last ever heard or seen of any of them. The other raft with the seven persons on we had in sight until dark that night, and as far as we could make out they were all on it at that time. We had to suffer very much all that night from cold and hunger and thirst, and we were all helpless and nearly frozen; we applied to God for deliverance from our sufferings, and God heard our prayer and sent us rescue.

As I learned later, it was about ten o'clock Tuesday morning the fog cleared up a little and we were sighted from the Handkerchief Light Ship, and were taken off by Mr. Chase and another man who risked their own lives to save ours. Soon we were aboard the good vessel in the kind care of Capt. Ellis, Mr. Chase and his brave crew, who

treated us with kindness and gentleness, as a mother her infant child. After changing our clothes and getting some warm coffee we were put to bed; the captain even sacrificing his own berth to me.

After having about six hours good sleep I woke up and couldn't make out where I was at first, but soon it all came back to me; all my bones were aching and I felt very weak, but after getting some strong food I soon improved and got some strength. The same night we had the privilege to attend the gospel song and praise service on board, which is held every evening by the captain and crew. My heart rejoiced within me to come among such a class of Christian seafaring men; earnest prayers were sent up from those men to God to be near to them if there were any more in danger, and they praised God for our rescue. I felt real good and happy that night and thought how God provided for us everything after being cast away and drifting for twenty hours. May God send His blessings upon those good men in the Light Ship, their families and homes; that is my prayer daily.

The next day we were taken on board the Light House tender *Aza-*

*lea*, under the kind care of Capt. Gibbs, and brought to Hyannis, and sent from there to Boston, where we were placed in a mariners' house under the care of the British consulate, and were clothed and cared for until the statement of the loss of the ship and her crew was made and we got our wages for our labor.

The same day we were rescued a tug-boat took off the bodies of the mate and little Lena, who had been frozen to death; the body of the captain was found on March 1, but none of the others. I am now well; thank God for preserving me from a watery grave! My two mates are going home to London, England.

We had a loan library from the AMERICAN SEAMEN'S FRIEND SOCIETY put aboard our ship in New York. During the voyage nearly all the books were read by some of the crew and myself; little Lena had charge over them and she read them all and kept them in good order, and I feel it is my duty to thank your Society for furnishing the sailors with reading matter. Accept, then, my best thanks from me and those men lost who read the books with great pleasure.

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## WHAT SHALL BE DONE FOR SAILORS?

BY J. K. PAULDING

(Continued from the June number.)

### 3. ALLOTMENT OF SAILORS' WAGES.

The sailor is in a different position from all other classes of workmen in that his wages cannot be paid him when they are earned. A deep-water voyage lasts frequently from nine months to two years. Under the "part pay-

ment" system (sanctioned by our law) he may receive one-third the amount due him at the first port touched at during the voyage—unless he has stipulated to the contrary in the agreement. This he has generally done, because owners commonly include such a clause in the contract, and the sailor seldom takes the trouble to



read what he signs. This enables the master to deal with him as he sees fit, giving him little or more money as he so chooses. The bill now before Congress introduced by Mr. White (S. 95) provides that such stipulation in the contract should be held void, and this is a wise restriction of the sailor's right to work his own injury that should be incorporated into the law. But whether or not he has received a portion of his wages at an intermediate port, there is always a large sum—the bulk of his wages for a year or more—waiting to be paid him at the completion of the voyage. The knowledge that he is about to receive so large a sum, following the privations and hardships that are incidental to his life at sea, has a tendency in itself to make him reckless, and this same knowledge in the minds of designing persons on shore points him out as the prey of those who see an opportunity to make a living out of his weaknesses.

First there are the sailors' boarding-house keepers, who employ "runners" to go down the harbor and board the vessels as they arrive. There is no essential reason why the keeper of a boarding-house should be the sailor's enemy, but under the system prevailing in all our great ports, it usually happens that it is so,—in fact, the system not seldom forces him to become so. These "runners" are prohibited from boarding the vessel, except with the master's consent,—but this consent is apparently seldom withheld. They usually come on board provided with whiskey in small flasks and other stimulants, and experience little difficulty in dividing up the crew among their respective boarding-houses. After a crew has gone ashore, there is usually an interval of several days

before they are paid off. It is very important to the welfare of the sailors that this interval should be as short as possible. In the meanwhile the sailor must go in debt for his board, and the boarding-master is careful to provide him besides with money for drink and debauchery,—in short, the longer the interval is, the tighter becomes the grip that the boarding-master obtains upon his sailor. A certain delay is necessary for the regulation of papers and accounts before the consul or shipping commissioner, as the case may be; but for every day's delay beyond this strictly necessary period, Lord Brassey's suggestion that a rate of interest be allowed on the payments is an excellent one. When the day of payment arrives, the boarding-house runners accompany the sailors of their respective houses to the office where the payment is to be made, and make sure in the first place of obtaining back the money that their employers have advanced; there is then a crowd of vile hangers-on in attendance waiting to conduct the sailors to a place where he will be made drunk and robbed.

When the sailor's money is gone, he falls again in debt to his boarding-master. For his money he has obtained, in the commonest case, a few clothes; the writer's experience would lead him to add that he has paid for his board a week or two in advance. This instinct of honesty in the sailor is the more admirable when one considers the example set him by most of the people with whom he comes in contact on shore. The sailor's one desire now is to get away, but it is pretty certain that his boarding-master will detain him for a period longer than that for which he has paid, since it is to the boarding-

master's interest to keep the sailor in debt. *The sailor cannot ship again without the joint consent of his boarding master and an individual known as a shipping master or "crimp,"* whose business it is to act as an intermediary between shipping firms or their captains on the one hand and the sailor on the other in supplying crews. For this service of connecting the sailor with the ship (which, were the whole system to be abolished, the sailor could easily find for himself) the crimp exacts a fee ranging from \$5 to \$15, which is rightly known among sailors as "blood-money," since it is a tribute levied on the chance to earn a living. What insures to the crimp his money and makes the whole system worth while to him and the boarding-master, and often to the captain, who may derive a direct, and to the ship-owner who may derive an indirect, advantage, as well, is the law allowing an allotment of seamen's wages to an original creditor.

The "advance" or "allotment" system sprang originally from the necessity of the sailor to provide himself with proper clothes, kit or outfit before proceeding to sea; also that he may have something to turn over to his family for their support during his long absence from home. It was paid originally in the form of a note, which could be cashed at once, subject to a heavy discount. In this form it was, as Lord Brassey says, "not only a temptation to dissipation, but a direct encouragement to improvident habits on the part of sailors,"—in other words, the same curse attached to it that attaches to most money before it is earned. Moreover, it did not accomplish its purpose, since most of it fell

into the hands of the crimps and low dive-keepers, and the sailor went to sea as badly provided with clothes as ever. For a while it was retained, to quote Lord Brassey again, "chiefly as a bounty to induce sailors to accept low wages." Then it was abolished both here and in England in its direct form of a payment convertible by the sailor into cash, and an "allotment" note substituted, made payable, after he had sailed, to the sailor's relatives, or to "an original creditor for board and clothing." Under this system the sailor obtained what clothing he needed at sea of the boarding-master with whom he lived while on shore, and the boarding-master reimbursed himself out of the note assigned to him by the sailor. The greatest abuses were not slow in springing up under this system. The law allowed the assignment in advance of so large a proportion of the seaman's wages that a direct incitement was offered those who fed upon the sailor to revel in his spoils. Boarding-masters charged what they liked for their clothing, and made sure that all the advance was divided between themselves and the crimps; the captain of a vessel, giving them a chance to furnish the crew, often figuring as the third beneficiary; none of it went to the poor sailor, with the exception, perhaps, of enough to make him so drunk that he might be easily placed aboard ship and so rendered incapable of putting any awkward questions.

(To be continued.)

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HE who has a blessing should pass it to others. The angel ministered to Paul; he, to those about him.—*S. S. Times.*



## SPURGEON'S LOVE FOR SAILORS.

Our late great preacher, who may truly be said to have been the servant of all denominations, was personally very fond of the sea; and in the latter part of his life, more especially, he seemed to be never happier than when the opportunity came to him of preaching to a large number of seamen. For several years Mr. Spurgeon preached those famous sailor sermons in his own Tabernacle on behalf of the British and Foreign Sailors' Society. There are those living who fondly remember those successive anniversaries which took place while the May meetings were being celebrated in London. Friends never failed to bring a full battalion of seasoned sea-veterans who happened to be in port. These made up a company such as the preacher loved to meet; and while speaking to them in language they could understand, he would use sea-phrases, or make many nautical references which might have led an outsider to infer that he had been in earlier days a seafaring man himself. The truth was, that Spurgeon loved these hardy fellows; he honored their calling as one which was quite indispensable to a great maritime nation; he was intensely anxious that their moral and religious welfare should be looked after; and therefore was it that he wished the public sympathy should be enlisted on behalf of those who went down to the sea. To this end he would preach to, and on behalf of, sailors. On one occasion in sending £10 to the British and Foreign Sailors' Society he said in a note to Mr. Matthews: "Sailors' work is needful and profitable, and if I were a rich man I should take care to invest a good portion in those who go down

to the sea in ships. I pray that the rich blessing of the Lord may rest on your earnest labors and on your admirable Society." Some remarkable things might be told concerning the great preacher's contact with individual sailors. With what merry interest he listened to their yarns; and when they represented some good work, with what open-handed generosity he would aid it. It may have been partly because he loved the sea that Spurgeon was so drawn to sailors. London was to him not only a vast city, but the greatest seaport in the world. He understood sailors, and any old salt saw at a glance that Spurgeon was not a land-lubber who talked about what he did not understand. He never struck a false note in his nautical allusions.

One of the most memorable of the many services for seamen at the Metropolitan Tabernacle, at which I was present, may be briefly described. The pulpit, or the preacher's platform, would be decorated by the favorite Bethel-flag which a Christian captain and his wife designed; and then hanging over the rail was the white burgee, with its blue star, of the Bethel Union, and which hundreds of shipmasters count it a privilege to fly at their mast-head. "On Mr. Spurgeon's starboard and larboard," as a friend reminds me, were the sailor audience "in the reserved seats in the first gallery, black and yellow, and every other color."

The impressiveness of the service may have been heightened by the gathering thunder-clouds, which, coming from the south, were the harbingers of one of the heaviest storms of the season. The

regular congregation, as well as their strange visitors, sat in expectancy, however, not much affected by the threatening aspect of the elements outside. The text was Psalm lxxv. 5: "By terrible things in righteousness wilt Thou answer us, O God of our salvation; who art the confidence of all the ends of the earth, and of them that are afar off upon the sea." In showing the mixture of the terrible and the gracious there was in God, the preacher showed that they had not to do with an effeminate Being who was all tenderness; and that was well known to those who went down to the sea in ships. During a storm, when the heavens appeared to be ablaze, and the very waves seemed to be on fire, God appeared as dreadful. Self-righteousness was rebuked by the story of the man who, having been given a rope to hold during a tempest, naturally supposed he would receive a testimonial for saving the ship, but he had to be undeceived. Some of the best things came to people in the shape of trials; God's ingots of gold were often sent in wagons drawn by black horses. Then it was shown how God became the confidence of seafaring men on the sea, which was somewhat like to the Christian life. Old-time sailors liked to keep in sight of land; and used to it as they were, it was still wonderful that with chart and compass a ship should be steered across the trackless ocean safely into port. That was like the Christian life; the Christian knew that he would come at last safely into the harbor. After an earthquake they felt the earth to be unstable; but to sailors the sea was so. In a storm at sea, when they could not reckon on five minutes of life, it was a blessed thing for sailors to

have confidence in God. It was then shown how those who went to sea found out their weakness; they saw how poor a creature man was in a storm, when one might be swept away without any one being able to render aid; when, being in a worse condition than the sparrow, they might envy the seabird which was able to soar aloft.

Such a brief summary as can alone be given here hardly affords a faint notion of the searching power and picturesque force of the sermon. Captain Sharples, the missionary at Cardiff and Barry Dock, said of this discourse that it might have been preached by an old shellback; for among its ninety-eight nautical references there was not one mistake. Can we wonder that seamen found rare magnetic attraction, as it were, in such a preacher? When the Fisheries' Exhibition was held in London, some of the fishermen went to St. Paul's Cathedral and Westminster Abbey, but the main part of them might have been seen going off on Sunday morning to hear Spurgeon.

Mr. Whitmore, the Ramsgate missionary, also gives an illustrative anecdote relating to the preacher's influence among men of the sea:

Some years ago a ship put into the harbor for refuge, bound to St. Petersburg. On boarding her I inquired for the captain. He told me he was led through curiosity to hear Mr. Spurgeon preach, not with the intention of being converted, but the sermon came home with power to his soul, he was deeply convinced of sin, before leaving the building peace flowed into his soul, and he returned to his ship a new creature in Christ Jesus. Up to this point he told me he had been a libertine. Such was his love for the great



preacher that he bought all his sermons, beautifully bound, which he had with him, to which were added the annual volumes as published.

This captain never failed to send a thankoffering every year for the Orphanage, etc. These men of the sea, thus coming to the preacher to get good, were representative of many denominations, and the aim was to make Christians, not proselytes. To the Church of England man, to the Wesleyan, the Congregationalist, the advice was the same—Do the best you can for your own denomination. That was Spurgeon's idea of undenominationalism—a regard for all who loved the Lord Jesus Christ in sincerity.

John Gilbert, the missionary at Dover, who died about six years ago, and who in his time sold and distributed over twenty-six thousand of the printed sermons, was a kind of special favorite, but he was only one among many whom Spurgeon would ask to pray at the Tabernacle prayer-meetings when they were present. Their sailor-like petitions, and racy accounts of their work in the seaports, were refreshing to both pastor and people. Again and again has Gilbert of Dover been called up from the body of the congregation to tell something of the work going on at the south-eastern port. In that town at the present time the quondam post-office has become the headquarters of the British and Foreign Sailors' Society.

It has been said that the most remarkable thing about Spurgeon was that "he could launch out into the deep, give full scope to his imagination, speak to sailors on the great truths in their own language, even to the satisfaction of a sailor's critical faculty, and

all this without having served his time at sea!"

Probably the best known of Spurgeon's discourses on the sea was the one entitled "There go the Ships," and given in the great seaport town of Plymouth in the fall of 1875. Though wonderfully simple and to the point, this is really one of the preacher's masterpieces; and at the time a leading religious paper said that such an address again marked its author as the prince of preachers. Spurgeon's last sea sermon, also preached on behalf of the British and Foreign Sailors' Society, was given in the spring of 1891, only a few days before the preacher was seized with his last illness, the text being Job vii. 12: "Am I a sea, or a whale?" As one present remarks: "The occasion was indeed memorable. The missionaries of the British and Foreign Sailors' Society from many parts of the world had previously gathered at the pastors' prayer-meeting, held just before the powerful sermon was preached. Many of them were known, honored, and loved by Mr. Spurgeon, and he was much helped by their sailor-like petitions."

Thus Spurgeon was a friend of sailors; he loved the sea, and he was a keen observer of its suggestive and ever-varying life. In many a ship's library, while thousands of miles away from home and friends, Spurgeon's Sea Sermons are read and pondered, still to bring forth good fruit.

His interest in the sailor and the Society might well be emulated by other eminent preachers and leaders. He closed the sermons referred to with these sympathetic words:

God bless you, my shipmates! We are

not yet come to the Pacific Seas, we still are rounding the Cape of Storms; but another name for it is the Cape of Good Hope. With God for our confidence we are not afraid. We shall all meet with our Great Captain in the Fair Havens above. We may not cross each other's track again on this life's voyage, but we now dip our flag. Meet me in the Islands of the Blessed, in the Land of the Hereafter, where the sun shall go no more down for ever.

May the flag of the British and Foreign Sailors' Society bless every sea, and every ship, and every port; because God Himself blesses its missionaries! I wish for this Society the utmost prosperity, and I judge it to be worthy of the most generous aid of all Christian men. In all respects it is exactly to my mind, and its secretary is a real, warm-hearted, true, and thorough lover of sailors, and of me also. The Lord send prosperity to him, and to you all! Amen.

—G. Holden Pike, *Among the Sailors.*

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### A Cape Cod Life-saver who Proved himself a Hero.

Circumstances singularly pathetic surround the loss which befell the crew of the Peaked Hill station, near Provincetown, Cape Cod. Keeper Atkins of this station was one of the true and trusted veterans of the service. But one stormy day in winter, after twelve hours' exposure on the beach, exhausted by futile efforts to launch the surf-boat, he and his crew had the mortification of seeing the rescue they had attempted made by a crew of volunteers. It mattered not that these had made no previous exertions, that they had come fresh and unwearied upon the scene; keeper Atkins and his crew had to take from the com-

munity what, in the staid, old-fashioned speech of the Cape, is known as the "goad-ing slur." The keeper made no attempt to answer his critics; but gradually, as that season and the following summer wore away, a settled look of determination became stamped on his face, and his bearing took on a dignity almost tragic. When, at the opening of the next season, his wife, as he left his home for the station, begged him not to expose himself to needless danger, he replied: "Before this season is over I will have wiped out the 'goad-ing slur.'"

Reaching his station, he called his crew about him, and informed them that, no matter at what peril, a rescue would be attempted at every wreck within the limits of the station.

That winter a storm of almost unprecedented fury burst over the coast, and a vessel was swept upon the Peaked Hill bars. A surf-boat, launched by seemingly superhuman power, put out from shore. But neither desperation, nor even madness, could keep a boat afloat in such a sea; and when, one after another, those who had braved it were cast upon the beach, three were dead. One of these was keeper Atkins. He had wiped out the "goad-ing slur."

Of such stuff are the heroes of the life-saving service. — *Gustav Kobbé, in the Century.*

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### A Compass in Every Watch.

A few days ago I was standing by an American gentleman, when I expressed a wish to know which point was north. He at once pulled out his watch, looked at it, and pointed to the north. I asked him whether he had a compass attached to his watch.



"All watches," he replied, "are compasses."

Then he explained to me quite clearly how this was.

Point the hour hand to the sun, and the south is just half-way between the hour and the figure XII on the watch. For instance, suppose that it is four o'clock. Point the hand indicating four to the sun, and XI on the watch is exactly south. Suppose that it is eight o'clock; point the hand indicating eight to the sun, and the figure X on the watch is due south.

My American friend was quite surprised that I did not know this. Thinking that very possibly I was ignorant of a thing that everyone else knew, and happening to meet Mr. Stanley, I asked that eminent traveller whether he was aware of this simple mode of discovering the points of the compass. He said he had never heard of it. I presume, therefore, that the world is in the same state of ignorance. Amalfi is proud of being the home of the inventor of the compass. I do not know what town boasts of my American friend as a citizen.

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## WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

### At Stations on the Foreign Field.

#### India.

##### BOMBAY.

The Rev. F. Wood writes on April 21:

Number of ships in port since last statement, 91; religious services held in chapel, 25; average attendance of seamen at religious services, 35, of others, 6; religious visits to hospitals, 13, on ships, 180; Bibles and Testaments distributed, 65, tracts, &c., 1,096.

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#### Japan.

##### YOKOHAMA.

The Rev. W. T. AUSTEN writes on June 6:

The meetings of the week of prayer at the beginning of the year were held at our mission rooms and were attended by a large number of missionaries and a fair number of seamen. It seemed providential that on the day set apart for foreign missions I received a call from the Rev. HUDSON TAYLOR, of the China Inland Mission, who had just arrived from San Francisco, en route to Shanghai. He kindly consented to take the meeting for that day and delivered a most stirring and helpful address.

During the first week in February, at

my request, a number of American missionaries, with Dr. MEACHAM, the pastor of the Union Church, met at my house daily for prayer for an outpouring of the Holy Spirit during a series of special services for seamen which were held the following week, from the 6th to the 12th of February. Among others who joined in this special effort were the Revs. J. H. BALLAGH, A. A. BENNETT, Dr. WORDEN, H. LOOMIS, J. C. BRAND, Dr. MEACHAM, F. STAINLAND, and Mr. HENRY BAILEY. Since the above meetings were held the following gentlemen have very kindly taken part in the regular sailor services held at the mission, viz: the Revs E. S. BOOTH, Dr. CLEVELAND, J. L. DEARING, G. E. ALBRECHT, and T. S. CAIRNS. I have also received very efficient help from a number of ladies who have kindly played for the services and led the singing. I have already forwarded you letters proving the fulfilment of the promise in Eccles. xi. 1. May God graciously bless these efforts, as well as those of all the chaplains and agents of the AMERICAN SEAMEN'S FRIEND and kindred societies, to the promotion of His glory and the hastening of the coming of the Lord Jesus Christ.

Number of American ships in port since last statement, 14, all others, 285; religious services held in chapel, 81, in hospital, 11, elsewhere, 10; average at-

tendance of seamen at religious services, 15, of others, 2; religious visits to hospitals, 30, on ships, &c., 685, in boarding houses, 108; Bibles and Testaments distributed, 10, bags of reading matter, 77; held 2 concerts, attendance, 145; officiated at 1 seaman's funeral; number of officers and seamen carried by the *Gleaner*, 1,314; number of seamen using the mission reading rooms, 1,791; number of professed conversions, 2, one of these was the result of the special mission services, the other of my work in the American consular prison.

### Argentine Republic.

ROSARIO.

Capt. F. ERICSSON writes on April 20:

The first quarter of the year used to be the best season, but as the trade to our

port has changed from sailing vessels to steamships, there has been a great falling off of boarders in the Home, for the steamers ship their crews in the home ports and have no change here.

In the month of January we had joyful meetings, as we had several of our seafaring brothers among us that were true Christians, and they took part in our meetings. During the month of February few attended our meetings, but it was very hot and that I believe had a great effect. But the last month has improved again, and we had some friends who gave a free tea and we had our Home crowded with sailors.

During the quarter we have had 168 steamships and 50 sailing vessels; boarders, 79; religious services, 41; visits to ships, 127, to hospitals and prisoners, 29; distributed about 9,500 tracts and magazines, and also about 100 gospels or portions of the Bible.

### At Ports in the United States.

#### New York.

SAILORS' HOME.

Capt. DOLLAR writes on June 1:

Our meetings at the Sailors' Home go on as usual, with a fair attendance. At the close of one of our meetings E. W. PALLAM, a destitute sailor on his way home from the Cape Verde Islands, confessed that he had found the Saviour, and that, God helping him, for the future he would try to lead a better life.

The Long Island College and Marine Hospital, Staten Island, where our seamen are sent, are regularly visited, and a word of sympathy, a tract or word of prayer, as the case may be, are freely offered. The ships and steamers are supplied with reading matter for the voyage. To the kind friends who sent it to us I must say the sailors are very thankful.

THE NAVY YARD.

In the Editor's hand is the diary of JOHN M. WOOD, in which he made notes for his monthly reports. These reports were, as our readers know, remarkably well written, showing good thinking and warm feeling. All that can be done now is to copy from the diary some of its latest entries:

"Rev. Mr. HENDERSON, of the Simp-

son M. E. Church, gave a stirring, patriotic and religious address to the men."

"Looking out into the earnest faces of my audiences and noting their ringing testimonies for Christ, the thought often comes to me that these men cannot be whipped. Speak about their 'evident sincerity and determination.'"

"Departure of the *San Francisco* and the *New Orleans*. Wild cheering as they departed."

"After service the men get together and sing hymns, (as many as twenty), one playing the organ and one the piano."

"Morning prayers and little meetings before the regular evening services."

Here follows a testimony: "I am a detective in a near-by city, and my employers have given me an unlimited leave of absence with the promise of my position if God in His mercy should allow me to return. At my country's call in '61 I left my home to uphold her honor, and the war spirit has caught me again, and for the second time I have left wife and family to fight for the flag I love. I have arrested many a man for violation of the civil law, but my duty on board the ship on which I may serve is to hunt for my lost shipmates and endeavor to tell them of a Saviour's love. Pray for me."

"Prayers with MANNING in hospital. Blessed communion."

"Speak about chaplain BOORUM's good work in the hospital. Lord's supper there."



"Copy church resolutions about JOHN T. GEISER. How such messages cheer the heart."

Another testimony: "In my Father's house are many mansions. I go to prepare a place for you. This is Christ's glorious promise to His children, and I shall endeavor to serve God here in such a way that I will be an inhabitant of that glorious city. I have a shipmate who has been greatly touched in these meetings, and I am trying to lead him to Christ. Pray for him and me."

Another testimony: "I praise God to-night that I am a Christian, and wherever I go I intend to serve Him. Pray for me."

Another testimony: "I got acquainted with Jesus six years ago, and this acquaintance has ripened into friendship and kinship. I left my little family at home in His care, and I know He will look out for them."

"Great crowds at services. Every nook and corner occupied; sitting on platform stairs and around the pulpit; standing up all over the hall."

"The Society like a mendicant begging alms."

"Meetings in naval prison."

"Capt. BRADFORD's letter about JON-ASSEN's death. Glad that many of the killed and wounded were Christians. I knew nearly all of them."

"Fifty comfort bags from the First Presbyterian Church, Bloomfield, N. J."

"German from Chicago, an infidel, found God in the meetings. Left wife and two children. Deeply touched—gave him a German Bible. Forced to his knees and found peace."

"Men as they are drafted away come to me and say 'I want to show my colors on the ship, and I will start a prayer-meeting' Give them packages of books."

"Twelve comfort bags from King's Daughters, Montclair."

"Two libraries on the *Kingtor*."

"Chaplain HOLWAY ordered to the *Vermont*."

"Copy letter of KEYES on *Marble-head*."

Out of these memoranda Mr. Wood would have written an interesting report. He has left a precious memory in these pages. Often have subscribers to this Magazine said to its Editor "I always read first Mr. Wood's reports."

"Chaplain HOLWAY ordered to the *Vermont*." Only five days before Mr.

Wood's death chaplain HOLWAY was assigned to service in the Navy Yard. He wrote to the Secretary on May 27 "I was an attendant at Mr. Wood's Sunday evening service (his last public service), and was deeply impressed by his methods and especially by his fervency and fearlessness, and the choice and handling of his theme."

On May 29 chaplain HOLWAY in his sermon to the sailors uttered these words:

And need I more than mention, as a final illustration, the name of him who was here last Sunday morning and to whose fervent utterances in prayer and appeal these walls have so often echoed? What honor did our Lord put upon him! Only six years ago he was a wild reckless sailor man rushing madly to self-destruction to escape the thrall of a habit which has been the ruin of millions. Had you seen him that memorable night in October, 1892, after a two-months' debauch, as he hurried down Water Street on his way to East River to end his despair beneath its turbid waters, what rescue for him would have seemed possible? And even could he be rescued, what an uncertain future lay before him! Out in the evening air from the McAuley Mission floated the tunes of that glorious old hymn "There is a fountain filled with blood." He had learned it as a boy way back in his Kentucky home. It roused memories. It arrested his step. It touched his heart. He turned into the mission door and took his seat on one of the benches. That night was the night of his salvation. From despair, from the slavery of a fatal habit, from the guilt and dominion of sin, Christ saved him. Well, other sailor men have been converted. Yes, but JOHN M. WOOD was no common man. Down beneath that rough exterior lay hidden qualities which needed only the touch of the Spirit Divine to make him vastly, grandly useful. These qualities were evoked, and who can measure the good that he wrought? Where can be found one who can fill his place, so suddenly, so sadly vacant? My lad, you can not perhaps be a JOHN M. WOOD, but you can be yourself, your highest self; serve your Master with the abilities which He has given you, and He asks for nothing more. God has a plan, a place for you, it may be conspicuous, it may be humble, and He will show it to you if you will yield yourself to Him unreservedly. Will you?

## Virginia.

### NORFOLK.

The Rev. J. B. MERRITT writes in his annual report:

I have stated that this perhaps had been the best year of the society's work among seamen. This is largely due to St. Andrew's Brotherhood of the Episcopal Church, and the Epworth League of Queen Street Methodist Church, the latter having given us delightful music during the winter and spring months. Our charity work has been of great benefit to distressed seamen, and without it there would have been suffering and exposure, and say what you will, the gospel is never so practical to the man who is hungry or has no bed to rest upon as when these are furnished him. The kind word, the tract and Testament are given him and received with better grace after they have been fed and warmed. Ninety-two men have been assisted to their homes. Some have had the whole amount paid by the society—others with small amounts of money have been helped by obtaining reduced rates of fare for them. Fifty-five meals and lodgings have been furnished, several pairs of shoes and twenty-two garments given. Fifteen hundred and ninety vessels have been visited, one hundred and fifty-five Bibles and Testaments given away and many thousand pages of tracts distributed. The hospital has been visited each day and the gospel has been preached at the Bethel and at Lambert's Point coal pier. Thanks are due the AMERICAN SEAMEN'S FRIEND SOCIETY and all who have helped us in any way.

## Florida.

### PENSACOLA.

Mr. H. C. CUSHMAN writes on May 1:

Religious services have been held for seamen regularly twice a week; vessels, boarding houses and hospital are visited every Thursday and Saturday; choice religious papers and magazines, together with Bibles and Testaments, are distributed three times a week; and thus our ministrations are continuous and faithful. We receive letters from seamen of different nationalities and they express their appreciation of our work, and some are striving to lead Christian lives. We ask no greater personal satisfaction than to be able to influence the toilers of the sea to lead the high and noble life of an out-and-out Christian. We have many

friends and they remember us with contributions, sometimes of money, flowers, books, magazines, papers, &c. We often think how happy we would be if souls could be won as easily as we win the friendship of one another, but we must be content to sow beside all waters, to scatter seeds of kindness for the reaping by and by.

Number of American ships in port since last statement, 8, all others, 128; religious services held in chapel, 26, elsewhere, 12; average attendance of seamen at religious services, 16, of others, 10; religious visits to hospitals, 26, on ships, 189, in boarding houses, 51; Bibles and Testaments distributed, 77, tracts, 834, religious papers, &c., 630.

## Alabama.

### MOBILE.

The Rev. R. A. MICKLE writes on May 2:

Number of American ships in port since last statement, 5, all others, 38; religious services held in chapel, 3, in hospital, 4; average attendance of seamen at religious services, 21, of others, 41; religious visits to hospital, 4, on vessels, 74, in boarding houses, 2; Bibles distributed, 1, and many magazines, papers and tracts; requests for special prayer, 32.

At the regular meeting of the Bethel Auxiliary on the first Thursday of April the following officers were unanimously elected for the ensuing year, viz.: Mrs. Dr. THOMAS, president; Mrs. O. J. COHEN, vice-president; Mrs. LESLIE TAYLOR, treasurer; Mrs. FRANK HORTON, secretary. The regular monthly entertainment was numerously attended by seamen and citizens, an excellent programme was rendered and refreshments served to the sailors. Very many magazines and papers have been given to the reading room, and stationery also. Several hungry sailors had meals given them.

Also on June 4:

Number of American vessels in port since last statement, 7, all others, 43; religious services held in chapel, 9, in hospital, 5; average attendance of seamen at religious services, 12, of others, 15; religious visits to hospital, 10, on vessels, 51, in boarding houses, 2; distributed 1 Testament, 1 Testament and Psalms, 1 gospel of St. John, and many magazines, papers, and English and Portuguese tracts; 41 requests for special prayer.



Through the generosity of the Mobile Bible Society the chaplain has, during the six years and six months of his work here, distributed hundreds of Bibles and Testaments. He has been enabled not only to give them away gratuitously to all who asked for them, but even to give to many who did not ask for them, but who were always thankful to receive them. Indeed he has regarded this as the right arm of his work. During the month there were three or four requests for Bibles which could not be met, as for the first time the supply at the depository had been exhausted, but will be renewed. The Bethel Auxiliary gave one hundred copies of Gospel Hymns for the chapel. Many hungry seamen have been fed. The monthly entertainment was fine, and highly enjoyed. A most kind and timely editorial was published in the *Daily Register*, drawing the attention of the community to the importance and needs of the Bethel work.

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### Louisiana.

#### NEW ORLEANS.

The Rev. R. E. STEELE writes in his annual report:

Under the providence of God this has been a most eventful year with us. At times the clouds were very dark above us, and it seemed that the end of this efficient work was near at hand, but in God's good times the skies cleared, and we found the smiling face behind the gloomy outlook. Our troubles were mostly of a financial nature. We appealed again and again to man for help, only to meet with grudging and inadequate responses. At last there came a time, at the close of 1897, when there seemed no human probability of continuing our work. It was indeed a time of great distress, but your chaplain "encouraged himself in the Lord His God," as did David of old, and not long after came the rift in the clouds for which we had earnestly looked and prayed.

The change in our position was due to our experience of the futility of continued appeals to human aid. This led us to a position of reliance upon the Divine promises and of implicit trust in the providential care of the Father. Realizing fully what this implied, we sat down carefully and counted the cost. We saw on the one hand an existence prolonged only by continued increase of the debt, which was always a burden,

while on the other hand we saw, judging from personal experiences and the experiences of other institutions adopting the proposed plan, a reasonable prospect of useful and permanent continuance of the work. Yet in making the decision to abandon appeals to men for aid, and commit our way solely unto the Lord, there was no division of the responsibility, which rests solely upon the chaplain. It was to be expected that more or less criticism and opposition would be encountered, and in this there has been no disappointment. Neither has there been any disappointment as to the results of the change. Every expense has been met, and a good percentage of the debt has been paid, a small balance remaining in the treasury at the end of the first quarter of this year. This is decidedly an improvement upon the condition of affairs at the same date in 1897. But just as the chaplain expected, there was a greater improvement in the character and amount of work done. Some of our critics have said that we could hope for no success because "God helps those that help themselves." In spiritual matters this is a profoundly false statement of the scriptural teachings. "God helps those that cannot help themselves" is more like the truth. Now, our claim is that we have found opportunity and inclination for more work than ever before, because we are no longer taking anxious thought for the morrow, but "seeking first the kingdom of God and His righteousness." "Whatsoever our hand findeth to do" we do "with our might."

Our statistics show a large increase in the agencies employed for the spread of the gospel and in the attendance upon the means of grace. This is simply because we have more time to devote to our legitimate work, now that the financial burden no longer rests upon us.

Notwithstanding the good-natured, fraternal criticism we have encountered from some of our brethren, we are not willing to concede that we are wrong, either in theory or (excepting such errors as are due to inexperience and human weakness) in practice. And the proof lies in the statistics which are given at the close of this report.

The principal advances have been:

1. Renewed religious zeal and activity resulting from a closer walk with God, incident to a position of trust.

2. The organization of a marine total abstinence society, which in one month numbered seventy members.

3. The establishment of mission work at Westwego (more extended reference to which is made in the narrative of the Bethel Church).

4. More extensive visitation of hospitals and ministrations among the sick.

5. Greatly increased interest in the midweek religious services.

6. More careful supervision of the character of entertainments given at the Bethel.

7. The extension of our sphere of usefulness to the men of the navy.

The United States steamer *Marblehead* is to have regular religious services every Sabbath, conducted by the captain, in response to the suggestion of the chaplain made to that excellent Christian officer during its visit to New Orleans last February.

In short, this has been a blessed season of grace, and we are indeed thankful to the Father for His constant and efficient care for us.

Not wishing to prolong this paper unnecessarily, your attention is now called to the statistics of our work and our financial report. Both are for three months only, as our new plan has been in operation only for that length of time:

#### STATISTICAL REPORT, FIRST QUARTER, 1898.

Visits of sailors to reading room, 1,651; attendance of sailors at church, 252, at concerts, 567; attendance of citizens at church, 361, at concerts, 1,980; services held in Bethel, 33, elsewhere, 18; attendance at services elsewhere, 496; visits to ships (chaplain and superintendent), 167, to hospitals by chaplain, 47, to Home for Homeless Men, 10, to Home for Incurables, 10, to other institutions, 21; temperance pledges signed, 72, Bibles and Testaments given, 58; tracts distributed, 1,400.

#### FINANCIAL REPORT, FIRST QUARTER, 1898.

##### RECEIPTS.

Balance brought down, . . .	\$130 00
Subscriptions and donations, . . .	844 98
Grant of AMERICAN SEAMEN'S FRIEND SOCIETY, . . . . .	75 00
Miscellaneous, . . . . .	29 00
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	\$1,078 98

##### EXPENSES.

Salaries (chaplain and superintendent), . . . . .	\$350 00
Gas bills, . . . . .	51 85
Repairs, fuel and supplies, . . .	217 52
Insurance (to Feb. 1, 1899,) . . .	61 93
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Running expenses, . . . . .	\$681 30

Paid holders of Bethel demand notes, . . . . .	389 88
Balance in Treasury April 1, '98, . . . . .	7 80
	<hr/>
	\$1,078 98

Total indebtedness (incurred prior to Jan. 1, 1898,) April 1, 1898, \$976 47, a reduction of over 27 per cent.

## Washington.

### TACOMA.

The Rev. R. S. STUBBS writes in his annual report:

During another year we have labored in the religious interests of the seamen and 'longshoremen of this port, especially for the deep water sailors of the grain fleet, the coal fleet, and the China, Japan and India fleet.

Our labors may be classified as, first, ship visitation; second, hospital visitation; third, Bethel services for preaching, prayer meetings and temperance work; fourth, distribution of Bibles, Testaments and wholesome literature, and fifth, visiting cabins of 'longshoremen and sailor boarding houses, with good reading and invitations to meetings.

Our Bethel reading room in the Bethel building on Second and Starr streets, is open every day from 6 a. m. to 10 p. m., is nicely lighted, kept comfortably warmed and free to all. The Tacoma city papers, furnished free by the generosity of the proprietors, are on the tables and stationery is furnished by us to all persons desiring such facilities to correspond with their friends. Bibles, Testaments and tracts in a number of different languages are freely donated to seamen and others.

Services are held on board ships wherever practical; during the past year 200 ship masters have welcomed us and afforded facilities for this part of our work. Two hundred and thirty visits have been made to ships, to furnish them reading matter freely, to hold personal conversation, and to invite to meetings; twenty visits to Fanny Paddock Hospital, two hundred and eight meetings have been held in the Bethel, one hundred and fifty-six elsewhere, twenty seamen have taken total abstinence pledge, fifty-five have been converted and reclaimed to a Christian life. We have officiated at ten funerals, mostly mariners. We have collected and distributed over a million pages of wholesome reading.



## SEATTLE.

The Rev. THOS. REES writes on May 2:

A very blessed month in Christian experience and in labor: sixteen conversions, four sailors among them. I have been at Port Blakely twice, four ships my first visit, and nine the second; had blessed meetings both times. The Alaska business has fallen off one-half. Work never stops on Sundays. I have endeavored to reach all I could. I have had a good supply of literature, so that I could be liberal in that direction.

Number of American ships in port since last statement, 21, all others, 4; religious services held, 30, at Port Blakely, 3; average attendance of seamen at religious services, 7, of others, 55; religious visits to hospitals, 5, on ships, 55, in boarding houses, sick rooms, &c., 13; Bibles distributed, 3, tracts, &c., 142.

Also on June 1:

A sweet spirit of revival has been manifest all through; there have been eighty asking for prayers, and ten sailors have, I believe, been hopefully converted. I held two services on board the gun-boat *Wheeling*, and there too we had one conversion. I never saw more earnestness on board a man-of-war. The officers, from the highest to the lowest, gave a royal welcome. The officers of the *Wheeling* are perfect gentlemen, fitted in every way to represent a great nation and worthy of the respect of every citizen of America. There have been several large steamers taken up by the government and dispatched to San Francisco to take troops to Manila. I was over at Port Blakely once; found twelve ships there; had many seamen to the service at night. There are many ships at anchor in the harbor that I cannot get at. The need of a good Bethel of our own was never more manifest than at present. My heart has been kept aflame with a burning love for the men of the sea. The Floating Endeavor is helping me all they can.

Number of American ships in port since last statement, 27, all others, 1; religious services held in chapel, 31, on shipboard, 2, elsewhere, 1; average attendance of seamen at religious services, 9, of others, 80; religious visits to hospitals, 4, on ships, 67, in boarding houses, sick rooms, &c., 9; Bibles and Testaments distributed, 3, tracts, &c., 128.

## PORT TOWNSEND.

Mr. C. L. TERRY writes on May 1:

Twelve have professed a change of

heart since I last wrote. Our meetings in the chapel have been small in point of numbers. No doubt our nearness to the gold region has tempted many of our seamen away from old ocean. The meetings held on board of ships, nine in number, have been times of real blessing. We do so enjoy these little meetings when the entire crew attend and are respectful and attentive. The vessels on which we held service were the *Wray Castle*, *Rosshire*, *U. S. R. S. Perry*, *Whittieburn*, *Conliebank*. We held two services on the *Whittieburn* while lying here in ballast, but none would yield to the Spirit, though visibly moved. She went to Tacoma for cargo, and while there seven of them were converted, part of the number finding Christ in the Bethel in charge of the Rev. R. S. STUBBS, the remainder at a Rest conducted by a sister in the Lord, all of whom the men spoke of in the highest terms. We had the great pleasure of holding another service on her return here bound out, and I just wish you could have seen their bright faces and have heard the blessed testimonies; it was so good; one other man knelt with us, accepting Jesus, and asking forgiveness; so she sailed with eight new-born souls aboard. One man on the *Conliebank* accepted Christ as his Saviour.

Our visits to the sick at the U. S. Marine Hospital are much appreciated and a great blessing to ourselves; it so touches one's heart to think of them away from loved ones. Two have passed away since I last wrote, and I thank God for the privilege I had of telling them of Jesus. One of them, an old German sailor, was resting on Jesus.

Religious services held in chapel, 68, on shipboard, 9, elsewhere, 3; average attendance of seamen at religious services, 12, of others, 10; religious visits to hospitals, 14, on ships, 12, in boarding houses, daily; Bibles and Testaments distributed, 8, tracts, &c., 1,000.

The following letters were received by Mr. TERRY:

"We are having three meetings on the gun-deck every Sunday night. Brother ULRICH is thinking of studying for the ministry."

"You probably don't remember me, as you have only seen me once or twice while I was in Townsend, but praise God I will never forget you, for the hope you started in my breast. We left the Sound about a year ago for Australia and it has been the happiest year in all my life. It may seem strange to you that I could not see the light of salvation that night when

you spoke to me in the Bethel, but it was the words you said that night, and the Holy Spirit, which made me see it so quick at sea. It used to be grand times with DAVE and JOHNSTONE holding meetings in the forecastle. DAVE left us in Newcastle for home and I miss him very much, for I lost a great help; but praise God who is my help and strength, for He has carried me safely over many trials and temptations. It is a terrible thing to have to sit and listen to the talk of the men, for they are a bad lot. I held a meeting in Iquique on the half-deck, and eight of the men attended and we had a grand time praising God; we sang hymns and had a short prayer, and I read the 18th chapter of EZEKIEL and spoke a little on the same."

### Book Notice.

THE STORY OF LIFE IN THE SEAS. By Sydney J. Hickson, D. Sc., F. R. S. With 42 illustrations. New York. D. Appleton & Co.

This little book contains the result of the scientific study of life in the sea, a wonder-world too little known. In language as plain as the subject admits, the fauna of deep and shallow water is described, the peculiar habits of some species of fish are explained, and the general subject of oceanography receives special treatment, besides being incidentally elucidated throughout the book.

### The Planets for July, 1898.

MERCURY will not be visible.

VENUS will be a conspicuous object in the early evening; growing brighter and moving farther from the Sun.

MARS will be visible in the morning, but will not be a prominent object.

JUPITER will be visible in the southwest in the evening.

SATURN will be visible in the south during the evening.

There will be a partial eclipse of the MOON on July 3, invisible in America; visible in Europe, Asia, Africa.

There will be an annular eclipse of the SUN on July 18, invisible in America; visible as an annular or partial eclipse only in the South Pacific.

Princeton.

T. R.

### Sailors' Home, New York.

190 CHERRY STREET.

Reported by F. Alexander, Lessee, for the month of

MAY, 1898.

Total arrivals..... 115

### Receipts for May, 1898.

#### MASSACHUSETTS.

Stockbridge, Mrs. W. L. Atwater.... \$ 5 00  
Whitinsville, Congregational Church and Society, of which Arthur F. Whitin and Edward Whitin, for libraries, \$40..... 148 14

#### CONNECTICUT.

Essex, First Congregational Church. 15 51  
Greenwich, Missionary Committee of Sunday School of Second Congregational Church..... 16 72  
Middletown, South Congregational Church..... 35 01  
New London, First Church of Christ. 7 87  
Southport, Congregational Church... 36 00  
South Windsor, Second Congregational Church..... 8 37

#### NEW YORK.

Binghampton, for the N. T. Durfee Library in memory of the giver's beloved mother ..... 20 00  
Brooklyn, Church of the Pilgrims, additional..... 2 50  
Newburgh, Union Church Sunday School, for the Helen Lefferts Prime Memorial Library ..... 20 00  
New York City, Isabella B. Satterthwaite ..... 50 00  
A member of the Brick Church, an additional contribution ..... 50 00  
Hon. Seth Low.... 50 00  
Income from anonymous endowment, for two libraries..... 40 00  
Arnold, Constable & Co ..... 25 00  
Rev. Dr. Henry Van Dyke, for library in memory of his son, Bernard Van Dyke ..... 20 00  
Rev. Dr. Wm. S. Hubbell, for library..... 20 00  
Collections from International Navigation Co's steamers, received per H. G. Phillips, cashier..... 14 48  
Elizabeth R. King..... 10 00  
Kate S. Flint..... 10 00  
Capt. Skewes and crew of ship James Drummond, for library work ..... 10 00  
Augusta B. Storer ..... 5 00  
Rev. Frederick L. King..... 5 00  
A friend..... 2 00  
Peekskill, First Presbyterian Church, of which Sunday School for library in its name, \$25 ..... 62 34  
Poughkeepsie, bequest of Mrs. Margaret Jane Meyers, late of Poughkeepsie ..... 800 00

#### NEW JERSEY.

Newark, Third Presbyterian Church. 40 75

#### PENNSYLVANIA.

Germantown, Philadelphia, Thomas MacKellar..... 10 00

\$1,539 69



SHIPPED IN MARCH, APRIL AND MAY, 1898.

MARCH, 1898.

<i>No of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10469..	M. M. Stone, of New York City, as the Morningside Library No. 10.....	Ship Gov Robie.....	Hong Kong.....	24
10470..	M. M. Stone, of New York City .....	" Helen Brewer.....	Shanghai.....	24
10471..	Mrs. Elbert B. Monroe, of Summer- ville, S. C., as F. Marquand Monroe Memorial Library.....	" George T. Hay.....	Melbourne.....	21
10472..	" " " " "	" Paul Revere .....	Shanghai .....	20
10473..	" " " " "	" Reuce.....	Hong Kong .....	28
10474..	" " " " "	Bark St James.....	" .....	21
10475..	Martha S. Harris, of New London, Conn., in memory of her husband J. N. Harris.....	" Tillie Baker.....	Cape Town .....	15
10476..	Miss E. L. Hardenbergh, of Amherst, Mass., as a memorial of H. C. W.....	" Kate F. Troop .....	Sydney.....	18
10477..	Mrs. John T. Terry, of Irvington-on- Hudson, N. Y.....	" C. P. Dixon.....	Port Natal.....	14
10478..	Ross Wood Wakeman, of New York City, in memory of Wm. W. Wake- man, Jr.....	" Strathisle.. .....	Saigon.....	18
10479..	Lucy J. Pease of New Britain, Conn.,	" Strathern.....	Sydney.....	18

AMERICAN SEAMEN'S FRIEND SOCIETY'S

APRIL, 1898.

During April, 1898, eight new loan libraries were sent to sea from our Rooms. These were Nos. 10,480-10,487 inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for</i>	<i>Men in Crew.</i>
10490..	Wm. A. Pearson's Class in First Pres- byterian Sunday School of Schenecta- dy, N. Y.....	Bark Onaway.....	Brisbane.....	10
10491..	Rev. Samuel T. Carter, of Huntington, N. Y.....	Ship Josephus.....	Hong Kong.....	20
10492..	Miss Eliza A. Bulkley, of Southport, Conn., as George Bulkley Library No. 11.....	" Wm. H. Connor....	Shanghai.....	20
10493..	Miss Eliza A. Bulkley, of Southport, Conn., as Elizabeth Bulkley Library No. 11.....	U. S. S. Saturn.....	Cruising.....	40
10494..	Miss Eliza A. Bulkley, of Southport, Conn., as James Eleazer Bulkley Libra- ry No. 4.....	Ship A. G. Ropes.....	San Francisco.....	20
10495..	Mrs. T. B. Kennedy, of Chambers- burgh, Penn., in name of Stuart Riddle Stevenson.....	Bark Wildwood .....	Sydney.....	10
10496..	First Presbyterian Church Sunday School of Troy, N. Y.....	Ship St. Mark.....	Hong Kong.....	20
10497..	The Misses C. L. and E. H. Smith, of Brooklyn, N. Y., for the "Wm. Mc- Kinley Library".....	" Savona.....	Japan .....	20

MAY, 1898.

During May, 1898, nine new loan libraries were sent to sea from our Room. These were Nos. 10,488, 10,489, 10,491-10,497 inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew</i>
10488..Boys' Life Boat Society of First Pres- byterian Church of Brooklyn, N. Y....		Ship James Drummond.	Japan.....	2
10489..Women's Congregational Home Mis- sionary Union of New Milford, Conn., as New Milford Library No. 2.....		Bark Unanima.....	Pernambuco. ....	1
10491..First Presbyterian Church Sunday School of Peekskill, N. Y.....		U. S. S. Kingtor.....	Cruising.....	5
10492..Anonymous Library Endowment In- come, New York City.....		" Gloucester.....	" .....	8
10493.. " " " " " "		" Coaler.....	" .....	4
10494..Rev. Dr. Henry Van Dyke, of New York City, in memory of his son, Ber- nard Van Dyke.....		Bark J. E. Graham.....	Sydney.....	



# QUARTERLY LOAN LIBRARY REPORT.

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10495..	Rev. Dr. Wm. S. Hubbell, of New York			
	City.....	Bark Annie Reed .....	St. Thomas .....	14
10496..	Arthur Whitin, of Whitinsville, Mass..	Ship Norwood.....	Dunedin .....	21
10497..	Edward Whitin, of Whitinsville, Mass.	" John Currier .....	Japan.....	23

During May, 1898, seventeen loan libraries, previously sent out, were reshipped from our Rooms, as follows:

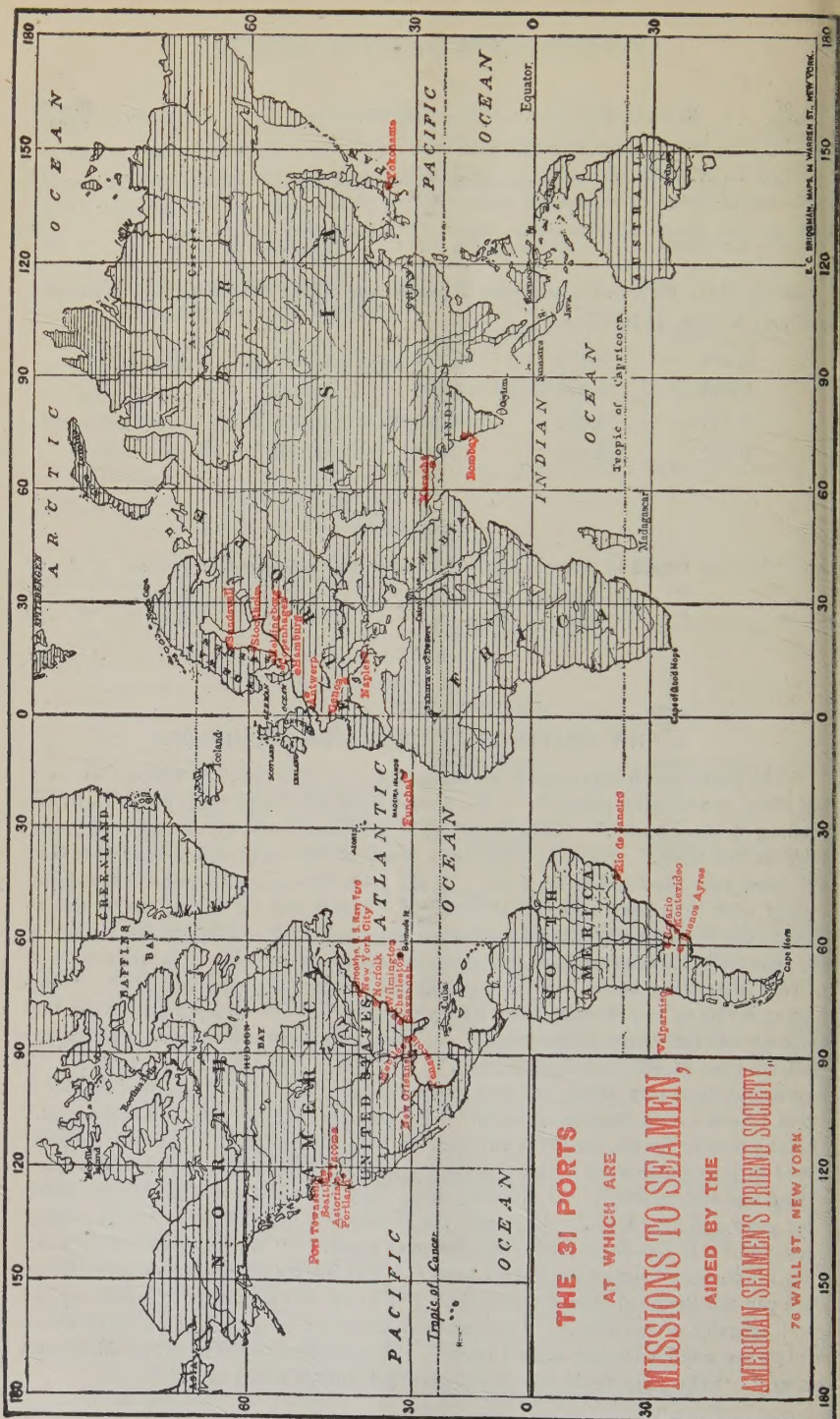
9,035	9,878	10,274	10,365	10,414
9,396	9,933	10,283	10 367	
9,565	9,995	10,292	10,375	
9,682	10,188	10,355	10,394	

## SUMMARY.

<i>New libraries issued in March, 1898—11</i>				<i>Libraries reshipped in March, 1898—11</i>			
"	"	<i>April,</i>	" — 8	"	"	<i>April,</i>	" — 8
"	"	<i>May,</i>	" — 9	"	"	<i>May,</i>	" — 17
28				36			

## A FEW TESTIMONIES FROM THE YEAR 1897.

"The books are in many cases the beginning of a better life." "The work is very beneficial to seafaring people." "We do not know how many seeds are sown by the reading of these books." "The books were distributed among the men whenever they wanted them." "I, too, have been benefited by them, and I hope that God will bless your kind and noble work." "My crews take more interest in the reading matter now than they ever did before." "I thank you for taking the trouble to change the library every time I come to this port." "Many thanks for the use of the library." "We are always pleased to have them on board." "It was composed of very interesting books." "It was appreciated both forward and aft." "Each library seems an improvement over its predecessor." "We will promise to see that the crew has full access to the books." "They have been carefully read by us and we have been greatly benefited thereby." "It was a nice selection of books." "I appreciate them very much, and as a rule sailors do." "A very frequent inquiry is 'Can I have a book from the library?'" "I am sure that every book has been read." "Many thanks for the benefit it has been to a lonely sailor." "May you be prospered in your noble work is the wish of a reader." "They have proven both interesting and instructive." "I sincerely hope they have left some impression which may grow and bear fruit." "I would like to keep it a little longer." "It is in good condition." "It has been read over and over again." "We appreciate very much your kindness in loaning the library to us." "The library comes in handy." "Time only can tell the good these libraries do." "I know that a great good is done by the good behavior of my men." "Sailors need assistance in getting good books as we seldom see a sailor buying a good book." "It gave great satisfaction to officers and crews." "The only fault was there were not enough books in it."



# THE 31 PORTS

AT WHICH ARE

MISSIONS TO SEAMEN.

**AIDED BY THE**

AMERICAN SEAMEN'S FRIEND SOCIETY.

76 WALL ST., NEW YORK.

E. C. BRIDGMAN, MAPS, 34 WARREN ST., NEW YORK.



# INFORMATION FOR SEAMEN.

## LIST OF CHAPLAINS, MISSIONARIES, Etc., AIDED BY THIS SOCIETY.

SWEDEN, Helsingborg.....	K. I. Berg.
" Stockholm.....	J. T. Hedstrom.
" Sundsvall.....	Rev. E. Eriksson.
" Gottenborg.....	Christian Nielsen.
DENMARK, Copenhagen.....	Rev. A. Wollesen.
GERMANY, Hamburg.....	British & American Sailors' Inst., H. M. Sharpe.
BELGIUM, Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
ITALY, Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
" Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
INDIA, Bombay.....	Seamen's Rest, F. Wood, Superintendent.
" Karachi.....	W. H. Dowling.
JAPAN, Yokohama.....	Rev. W. T. Austen.
" Kobe.....	John Makins.
" Nagasaki.....	Rev. Frank Thompson.
CHILE, Valparaiso.....	Buenos Ayres Sailors' Home and Mission.
ARGENTINE REPUBLIC, Buenos Ayres.....	Rosario..... Rosario Sailors' Home & Mission, F. Ericsson.
MADEIRA, Funchal.....	Miss'n to Sailors & Sailors' Rest, Rev. W. G. Smart.
MASSACHUSETTS, Gloucester.....	Gloucester Fishermen's Inst., Rev. E. C. Charlton.
CONNECTICUT, New Haven.....	Woman's Sea. Friend Soc'y of Connecticut, Rev. [John O. Bergh.
NEW YORK, New York City.....	Capt. Wm. Dollar.
" Brooklyn, U. S. Navy Yard.....	
VIRGINIA, Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
NORTH CAROLINA, Wilmington.....	Wilmington Port Society, Rev. Jas. Carmichael.
SOUTH CAROLINA, Charleston.....	Charleston Port Society, Rev. C. E. Chichester.
FLORIDA, Pensacola.....	Pensacola Port Society, Henry C. Cushman.
GEORGIA, Savannah.....	Savannah Port Society, H. Iverson.
ALABAMA, Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
LOUISIANA, New Orleans.....	New Orleans Port Society, Rev. R. E. Steele.
OREGON, Portland.....	Portland Seamen's Friend Soc'y, Rev. A. Robinson.
" Astoria.....	Rev. J. McCormac.
WASHINGTON, Tacoma.....	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend.....	Pt. Townsend Sea. Friend Society, C. L. Terry.

### Directory of Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
PORTSMOUTH, N. H., No. 104 Market St	Seamen's Aid Society.....	James F. Slaughter.
BOSTON, Mass., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Phineas Stowe Sea. Home..	Lad. Beth. Soc., S. N. Bennet St.	St. George C. Smith.
" Charlestown, 46 Water St ..	Epis. City Mission.....	John Allen, Supt.
" East Boston, 120 Marginal St.	" .....	James M. Battles, Supt.
NEW BEDFORD, Mass., 14 Bethel Court.	Ladies' Br. N. B. P. S.....	E. Williams.
NEW YORK, N. Y., 190 Cherry Street..	Amer. Sea. Friend Society.	F. Alexander, Lessee.
" 52 Market St.....	Epis. Miss. Soc. for Seamen	H. Smith.
BROOKLYN, N. Y., 172 Carroll St.....	Scandinavian Sailors' Home.	Capt. C. Ullenars, Supt.
" 112 First Place.....	Finnish Luth. Sea. Home..	
PHILADELPHIA, Pa., 422 South Front St.	Penn. ....	Capt. R. S. Lippincott.
BALTIMORE, Md., 418 South Ann Street	.....	Miss Ellen Brown
" 1737 Thames St.....	Port Miss., Woman's Aux'y	Capt. J. C. Abbott, Supt.
.....	.....	Miss Aisquith, Matron.
WILMINGTON, N. C., Front & Dock Sts.	Wilmington Port Society...	
CHARLESTON, S. C., 44 Market St.....	Ladies' Sea. Friend Society	Capt. H. G. Cordes.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	
NEW ORLEANS, La.....	N. O. Sea. Friend Society...	Halvor Iverson.
SAN FRANCISCO, Cal.....	S. F. Sea. Friend Soc'y....	Capt. Melvin Staples.
PORTLAND, Ore.....	Portland Sea. Fr'nd Soc'y.	Rev. A. Robinson.
NEW HAVEN, Conn.....	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt.

### MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
PORTLAND, Me., Fort St., n. Custom H.	Portland Sea. Fr'nd Soc'y..	Rev. F. Southworth.
BOSTON, Mass., 332 Hanover St.....	Baptist Bethel Society.....	" A. S. Gilbert.
" Bethel, 287 Hanover St.....	Boston Sea. Friend Soc'y..	" S. S. Nickerson.
" East Boston Bethel.....	Methodist.....	" L. B. Bates.
GLOUCESTER, Mass., 6 Duncan St.....	Gloucester Fish'men's Inst.	" E. C. Charlton.
NEW BEDFORD, Mass.....	New Bedford Port Society.	" E. Williams.
NEW HAVEN, Conn. Bethel, 61 Water	Woman's Sea. Friend Soc'y	" John O. Bergh.
NEW YORK, N. Y., Catharine c. Madison	New York Port Society...	" Samuel Boulton.
128 Charlton Street.....	" " W. S. Branch.	Mr. John McCormack.
34 Pike Street, E. R.....	Episcopal Miss. Society...	Rev. A. R. Mansfield.
665 Washington Street.....	The Sea. Christian Ass'n...	Stafford Wright.
No. 341 West Street, N. R.....	Episcopal Miss. Society....	" W. A. A. Gardiner.
21 Coenties Slip.....	" .....	" Isaac Maguire.
53 Beaver St.....	Finnish Lutheran Sea. Ch..	" V. K. Durchman.
BROOKLYN, N. Y., U. S. Navy Yard..	Am. Sea. Friend Society...	Mr. J. M. Wood.
31 Atlantic Avenue.....	New York Port Society....	
193 9th Street, near 3rd Avenue..	Dan. Ev. Luth. Sea. Miss'n.	Rev. R. Andersen.
Erie Basin.....	Episcopal Miss. Society....	" Isaac Maguire.
Scandinavian Seamen's Church,		
William St., near Richard St....	Nor. Luth. Sea. Mission....	" Jakob Bo.
PHILADELPHIA, Pa., c. Front & Union.	Presbyterian.....	" H. F. Lee.
N. W. cor. Front and Quen Sts.	Episcopal.....	" Francis W. Burch.
Front Street, above Navy Yard..	Baptist.....	" "
Washington Ave. and Third St.	Methodist.....	" W. Downey.
Port Missionary, 1420 Chestnut St.	Seamen's Un. Bethel Soc'y.	" E. N. Harris.
BALTIMORE, Md., Aliceanna & Bethel Sts	Port Mission.....	" G. W. Heyde.
No. 815 S. Broadway.....	Port Mission.....	Mr. Kirby S. Willis.
NORFOLK, Va., Water St., near Madison	Norfolk Sea. Fr'nd Soc'y..	Rev. J. B. Merritt.
WILMINGTON, N. C.....	Wilmington Port Society...	" J. Carmichael, D.D.
CHARLESTON, S. C., 44 & 46 Market St..	Charleston Port Society...	" C. E. Chichester.
SAVANNAH, Ga.....	Amer. Sea. Friend Soc'y..	" H. Iverson.
PENSACOLA, Fla.....	" " " " " "	Mr. Henry C. Cushman.
MOBILE, Ala., Church St., near Water	" " " " " "	Rev. R. A. Mickle.
NEW ORLEANS, La., Fulton & Jackson.	Presbyterian.....	" R. E. Steele.
SAN FRANCISCO, Cal.....	San Francisco Port Society	" J. Rowell.
PORTLAND, Ore.....	Amer. Sea. Friend Soc'y...	" A. Robinson.



# AMERICAN SEAMEN'S FRIEND SOCIETY

76 Wall Street, New York.

ORGANIZED, MAY, 1823—INCORPORATED, APRIL, 1833.

JAMES W. ELWELL, *President.*

CHAS. A. STODDARD, D.D., *Vice-President.*

W. C. STITT, D.D., *Secretary.*

WILLIAM C. STURGES, *Treasurer.*

## BOARD OF TRUSTEES.

JOHN DWIGHT

63 Wall Street, New York.

SAMUEL ROWLAND.

47 Water Street, New York.

FREDERICK STURGES,

76 Wall Street, New York.

GEORGE BELL,

68 South Street, New York.

WILLIAM C. STURGES,

76 Wall Street, New York.

DAVID GILLESPIE,

Morristown, N. J.

EDGAR L. MARSTON,

33 Wall Street, New York.

CHAS. A. STODDARD, D.D.,

156 Fifth Avenue, New York.

WM. E. STIGER,

155 Broadway, New York.

DANIEL BARNES,

76 Wall Street, New York.

A. GIFFORD AGNEW,

23 West 39th Street, New York.

W. HALL ROPES,

76 Wall Street, New York.

NORMAN FOX, D.D.,

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JOHN E. LEECH,

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42 West 52nd Street, New York.

ENOS N. TAFT,

76 Wall Street, New York.

JAMES W. ELWELL,

47 South Street, New York.

ELBERT A. BRINCKERHOFF,

109 Duane Street, New York.

CHARLES K. WALLACE,

203 Produce Exchange, New York.

A. G. VERMILYE, D.D.,

Englewood, N. J.

JEROME E. MORSE, U. S. N.,

129 St. James Place, Brooklyn, N. Y.

FREDERICK T. SHEEMAN,

391 State Street, Brooklyn, N. Y.

## OBJECTS OF THE SOCIETY.

ARTICLE II, (of the Constitution.)—"The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the Gospel, and other religious blessings."

CHAPLAINS.—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

LOAN LIBRARIES.—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to April 1, 1898, was 10,479. Calculating 12,300 reshipments, their 557,685 volumes have been accessible to more than 398,215 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world; its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held daily. The Lessee receives and cares for the savings of his sailor guests and a large amount has thus been saved to seamen and their families.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.